OWNERS MANUAL
FOR THE JAZZ

Jazz

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(according DHV Feb. 24th, 2003)

(1) GENERAL DATA

INTRODUCTION

Congratulations, you are now a proud owner of a state-of-the-art glider. We are pleased to welcome you among the number of discerning PRO-DESIGN pilots. Extensive development work using the most modern methods and thorough tests make the JAZZ a user-friendly and safe paraglider without neglecting performance and fun of flying. To facilitate more speed the JAZZ is equipped with a special Speed-System. For flying more comfortably we recommend the use of a harness out of the current PRO-DESIGN range. Of course, you can fly the JAZZ with other kinds of certified paragliding harnesses as well. But in such cases take notice of the suitability (see chapter Technical Information).

Please read this manual carefully before flying your JAZZ. Besides the choice of optimum equipment, paragliding demands caution, sense of judgment and theoretical knowledge, which you can only acquire and develop in recognized paragliding training programs. Paragliding can be a dangerous sport and lead to injury, disability or death. Do not fly in strong turbulence and winds as these could cause uncontrolled and critical flying situations and lead to crashes. If you have any doubts about weather, wind or terrain, do not launch!

During production and before delivery we check each paraglider precisely and your dealer test flies it too. A note on the technical data label on the glider as well as the filled test flight certificate in this manual confirms this. Make sure your canopy was test flown before your first launch, otherwise please contact your dealer!

If you still have any questions when reading this manual, call us, we'll be pleased to help you.

We wish you many pleasant flights on your JAZZ!

PRO-DESIGN

TECHNICAL INFORMATION

The JAZZ has been developed for self-launching, but not for tandem flying. The JAZZ has been tested by the DHV (German Hanggliding Association) and has successfully passed all load- and flight tests. The test results confirm that in a broad field of normal and abnormal flying conditions the JAZZ proves to be stable and airworthy. Please always consider the fact, that in turbulent conditions any paraglider can tuck partly or completely. So never fly in these conditions!

CAUTION! - The Speed-System provides more speed by reduction of the angle of attack. Therefore the canopy tucks more easily. Do not fly accelerated near the ground but ensure that you have a good safety margin of altitude when using the system!

The use of harnesses: Only use certified harnesses with DHV category GH! In case of uncertainty please contact PRO-DESIGN.

TRIMMING AND ADJUSTMENTS

Factory standard line adjustment allows a trim speed of approximately 37 km/h (depending on the pilot's weight and mainly on your speedometer). The adjustment of the brake lines is correct if the lines come tight when the brake handles are pulled down approx. 10 cm from the block. In this state of tuning the JAZZ has been tested by the DHV. In extreme situations other tunings could cause different reactions of the paraglider. Always keep the brake handles in your hands so you can react at any moment to changing conditions (possibly you may take even both handles in one hand). If you fly the JAZZ with a PRO-DESIGN harness you should keep the adjustment of the brake lines unchanged. In case you fly with another harness refit the brake handles if necessary by adjusting the line length accordingly.

CAUTION ! - If you have any doubts concerning the brake lines it is best to adjust them rather too long since you can always shorten them by winding the line around your wrist.
SAFETY SYSTEM

It is a matter of course, that an optimum equipment is essential for every paraglider pilot. You should always wear high ankle support boots, helmet and gloves. Pay attention to warm clothing (even in summer it can get very cold at high altitudes). In case of extreme atmosphere conditions, mid-air collision or any material damage, a reserve system can safe your life. We strongly recommend to fly with a reserve system under all circumstances!

ATTENTION! - In case of uncertainty whether you should fly or not, never take any risk simply because you fly with a safety system (i.e. do not take off!). No safety system can guarantee 100% protection under all conditions. At worst, releasing the safety system can cause entanglement of the lines or other complications, possibly both systems could fail by inappropriate interaction.

(2) FLYING PRECAUTIONS AND CONTROLS

PRE-FLIGHT CHECKLIST

1. Check the canopy for tears or damage, especially the seams, where the ribs join the upper and lower wing surface. Check the line- and brake line connections as well.
2. Check the lines for damage, especially the condition of the stitching. It is important to check the lines and brake lines to clear entanglements. The line lengths should be rechecked after every 25 hours of airtime or if anything unusual should occur in the reactions of your JAZZ.
3. Check the risers and rapid links for perfect condition.
4. Check the knots which connect the brake handles with the brake lines. They brake lines must not get caught anywhere.
5. Check your harness for wear or other damages. In case of a hard landing, check your harness outside as well as inside carefully, especially the seams and webbing's.
6. Check if the reserve system is correctly attached or integrated to the harness. Check the proper operation of the releasing mechanism.
7. Check the carabiners. They must be hooked in correctly and locked before take off!

LAUNCH

Use only suitable launch sites which allow a safe abort if necessary. After the thorough pre-flight check of the canopy according to the check list above, position your JAZZ in an arch layout and make sure, that all the cells are open. In case of a stronger wind we recommend not to unfold too much, so you are not overpowered during inflation.

- forward launch

To be carried out under all wind conditions except strong winds. Inflate the canopy by pulling on the A-risers, keeping B-, C- and D-risers in the arm bow, pull up the canopy dynamically.

CAUTION! - On the A-risers there are additional lines mounted which are connected to the outermost A-lines. When grabbing the A-risers, take these lines into your hands too in order to avoid possible entanglements (further comments please see chapter Big Earing).

The stronger the wind the less of a run you will need to launch. As soon as the canopy is above you, let go off the A-risers. Now a quick visual inspection of the canopy is very important to check if it has inflated properly, otherwise do not launch (abort and try again!).Then run for a perfect take off. In case of light wind you will take off more easily if you slightly pull the brake lines. After take off let go brake lines again to reach full flying speed.

- reverse launch

This is the method for stronger winds. Please note, that in strong wind conditions you may need an experienced person to assist and that you can easily lose control in a gust. If you feel, that the wind is too strong, pull one or both brake lines to decrease the pressure on the canopy; or pull on the back risers to avoid drag back.

FLIGHT

Basic advice: Always fly at safe altitude! The JAZZ has its best glide ratio with brakes up. Minimum sink rate is achieved with brakes slightly pulled. In turbulence you can prevent tucks by braking slightly. Forward pendulum movements of the canopy can be countered by braking, backward pendulum by letting the brakes go.

FLIGHT WITH SPEED-SYSTEM

The JAZZ Speed-System consists of:
a) adjustable 4-riser-system
b) pulleys (do not come with the glider; they are part of the PRO-DESIGN harness)
c) foot stirrup

Adjust the Speed-System that you reach full acceleration with straight legs. Never use the Speed-System in turbulent air or near the ground, because reduction of the angle of attack decreases the stability of the canopy despite its higher speed.

ATTENTION! - At any disturbances of the canopy (any kind of tucks) the Speed-System has to be released immediately (releasing the stirrup) so that the canopy can recover properly.

The JAZZ Speed-System accelerates for approx. 14 km/h at full range. The system shortens the A-risers relative to the B-risers which adds speed at the cost of stability. Due to the mechanic of the Speed-System the A-riser reduction is concentrated near full range, allowing the pilot to carefully adjust the speed versus stability in this area a lot.

MAKING TURNS

Pull down brake on the side towards which you want to turn. To reduce sinkrate, also pull outside brake slightly.

You can also make turns by weight shifting in your harness. The looser the chest strap (cross-braces) of your harness the more effective is your weight shifting.

BEWARE! - In extreme situations (e.g. strong and large asymmetric tucks) a too loose setting of the chest strap could delay reinflation of the canopy. You have best setting if the distance between carabiners is not more than 35cm.

An optimum technique for making turns is the combination of pulling the brake lines and weight-shifting. An emergency method for making turns (e.g. damaged brake lines) is by either pulling one A-riser slightly (beware of tucks) or pulling on a back riser (beware of stall). We recommend not to use these methods under normal conditions.

LANDINGS

Whenever possible walk your landing field first to assess hazards and wind! Plan for landing with sufficient height! That way you avoid stress situations and have time to check wind direction and watch other gliders approaching. The final approach should always be against the wind and with open brakes to keep the paraglider steerable. In case of turbulence you should fly with slightly pulled brakes to avoid tucks. To land feet first, move to an upright position in your harness in time (latest 5 m above ground) for the final approach, otherwise you could land on your back and get hurt. Approx. 2 m before touching the ground, pull both brakes totally to reduce speed for a soft landing. In case of head wind you need not pull the brakes very much for a soft landing (top landing especially). If there is no wind or wind from the back you have to pull the brakes more strongly.

ATTENTION! - If you pull too much on the brakes at an too high altitude your glider could stall and cause you to fall backwards (especially with strong head wind)!

In case of strong winds on the ground, take wind and pressure out of the canopy by pulling in the brake lines totally or pulling on both back risers. Never use the Speed-System when landing!

TOW LAUNCHING/ MOTORIZED FLIGHT

The JAZZ is suitable for tow launching and flight with rucksack motor. Please make sure about the particular law situations in your country!

ATTENTION! - The JAZZ is not suitable for skydiving!

(3) CRITICAL FLYING SITUATIONS

In this section we describe flying situations which you may cause either intentionally (for training) or which are caused by piloting error or turbulence. Every pilot who flies in turbulence once will be confronted with these flying situations. So prepare yourself and ask your paragliding school for instruction. Special safety-courses above water are available. Acquainting yourself with critical flight situations increases your safety considerably. Enough altitude and a safety system are imperative!
ATTENTION! - All described critical flying situations are dangerous when exercised without adequate knowledge and sufficient altitude above the ground. The description of the maneuvers is according to the DHV. You cannot expect any paraglider to always behave according to the DHV rating. Even little differences in pilot input and different weather conditions can lead to a much worser behavior of the paraglider and even result in a crash. Do not forget, that all disturbances of the canopy result in increased sinkrate.
Aerobatics are not allowed!

a) Tucks and recovery

We recommend that you always keep firm hold of the brake handles, or even fly with your hands through the handles, so you can react to critical situations immediately.

CAUTION! - If you fly with your hands through the brake handles you could lose important time in releasing the rescue system.

- ASYMMETRIC TUCKS

These tuck situations happen most and are caused by turbulence, strong thermals and rotor.

ENTRY INTO THIS SITUATION

Intentional entry into this situation: Let go of the brake on the side you want to tuck and keep the other brake in your hand. Pull slowly down the most outside A-line until the side part of the canopy tucks. The canopy tucks at most if you pull the A-riser quickly. In consequence the major part of the front tucks and the glider turns very fast toward the tucked side and enters a spiral dive. If you have a harness without cross braces or if they are adjusted loose you fall toward the tucked side and intensify rotation of the glider.

RECOVERY

Generally the JAZZ will quickly reinflate itself. If the pilot reacts correctly, recovery will be faster and the loss of altitude is less. Pull the brake line of the opposite side of the tucked canopy to stop rotation and regain stability. Turn away from the terrain to gain height above ground.
IMPORTANT! - Always stop rotation first before reinflating the tucked part of the canopy. Once the glider is stabilized, reinflate by pulling the brake line of the tucked side, if necessary (f.e. in case of entanglement) several times firmly (pumping).

- BIG EARING

ENTRY INTO THIS SITUATION

Grasp the outermost A-lines to proceed with Big Earing. To easily reach the lines in flight and relieve this maneuver, additional lines are mounted to the A-risers which are in connection to the outermost A-lines. Pull down these both lines at the same time. The more you pull, the more surface tucks (and the more you sink).

RECOVERY

Generally the JAZZ reinflates itself as soon as you release the A-lines. You can speed up the recovery by braking slightly. In case the lines get entangled, pump them free.

- FRONTAL TUCKS

ENTRY INTO THIS SITUATION

Grasp the A-risers at about the position of the rapid links. Now pull them down until the whole front of the canopy tucks (the more you pull the bigger the tuck).

RECOVERY

Generally the JAZZ recovers itself as soon as you release the A-risers. You can speed up the recovery by braking. In case of entanglement of the lines, pump them free.
CAUTION! - If you keep the A-risers pulled down for too long, the canopy can bend in the middle and the side parts move forward. The canopy now looks like a horseshoe and can keep stable in this shape for a while or even continuous. Recovery see chapter 'Central Tucks'.

- CENTRAL TUCKS

ENTRY INTO THIS SITUATION

Grasp the innermost A-line on the left and right side. Now work your way up until you have enough lines to pull in without pulling the A-risers. Now pull the A-lines at the same time until the canopy bends in the middle and the side parts move forward (you have to pull in the lines quite a bit). Be careful that the A-lines do not entangle. The canopy now looks like a horseshoe and has a high sinkrate with a slight relative forward speed.

RECOVERY

Let go the A-lines and pull both brakes slightly. Pay attention hat the canopy will open symmetrically.
CAUTION! - It may happen, that after ending the Central Tuck the canopy will enter a Deep Stall. Therefore end this maneuver at an appropriate altitude and if necessary react as described in chapter 'B-riser stall and C/D-riser stall - Recovery'.

b) Stalls

We distinguish between two causes of stall-initiation - static; the actions are effected slow - dynamic; the actions are effected fast. Turbulences or abruptly pulling of the brakes can lead to pendulum movements and in consequence to a change of the angle of attack. In an extreme case, stall can occur even without having used the brakes.

CAUTION! - In case of stall, all paragliders need a certain time (in extreme cases some seconds) to regain flight. Stop all stall maneuvers high enough to give the glider time to reach normal sink and flying speed. The length of the brake lines influences the glider reaction. Too long or too short settings may lead to deep stall, i.e. the glider will not selfrecover.

- DEEP STALL

ENTRY INTO THIS SITUATION

Pull slowly both brake lines until the paraglider has no more forward speed. Signs of entry into deep stall: The internal pressure of the canopy will drop (visual identification: The sail is bending inside between the suspension lines). The longer you keep the paraglider in this situation the more the pressure inside the cells decreases. During stall the canopy always remains open! At the very beginning of the deep stall you have to feel your way to the right position of the brake lines. If you pull them too much, the canopy falls backwards (beginning of the Full Stall). In this case release the brakes right away until the canopy is again above you. Do not hesitate too long otherwise the canopy will reinflate with a sudden forward surge. If you have been waiting too long it is sometimes better to pull the brakes further to enter a Full Stall completely and exit then as described.

RECOVERY

As soon as you release the brakes symmetrically, the JAZZ regains flight normally. Otherwise proceed as described in chapter 'B-riser stall and C/D-riser stall - Recovery'.

- B-RISER STALL

ENTRY INTO THIS SITUATION

Go with your hands through the brake handles and grasp the B-risers at about the position of the rapid links. Now pull down the B-risers symmetrically until the canopy is folding chordwise. Consequently the paraglider has a high sinkrate with no forward speed.

RECOVERY

See below.

- C/D-RISER STALL

ENTRY INTO THIS SITUATION

Go with your hands through the brake handles and grasp the C/D-risers at about the position of the rapid links. Now slowly pull down the risers until the paraglider has no more forward speed.

CAUTION! - Do not pull too much, because then the canopy could fall backwards into Full Stall. In this case release the C/D-risers immediately until the canopy is again above you.

RECOVERY (B-riser stall and C/D-riser stall)

Release the risers rapidly but nevertheless sensitively. To finish B-riser stall do not simply let the risers go because this could cause overloading. If you release the risers rapidly, the JAZZ usually regains flight itself. If you do it too slowly, the JAZZ can remain either very long or constantly in deep stall (losing much altitude, high sinkrate!). In this case to recover sufficient altitude and active pilot input is necessary. There are 4 possible actions:
1. Pull the A-risers until the canopy regains speed (Caution! - Do not pull too much - Frontal Tuck may result).
2. Push the Speed-System to regain normal flight.
3. Pull both brakes until the canopy tends to fall backwards. Then immediately open the brakes symmetrically. Now the canopy has a forward pendulum movement and regains flight (also see chapter Full Stall).
4. Pull down one brake line. In consequence the paraglider turns and regains flight (danger of spin!).

With mounted Speed-System we recommend point (2) - easiest, best and safest method! – else (1). Point (4) is for very experienced pilots only!

CAUTION! - In Deep Stall, braking one side only may cause spins! If you have to land in Deep Stall, do not touch the brakes near the ground. A reduction of the canopy surface increases the sink speed. (In Deep Stall the canopy just works as a resistance-body, comparable to a parachute).

- FULL STALL

ENTRY INTO THIS SITUATION

Wind the brake lines around your wrist until the canopy is slightly braked (when your hands are up). Now pull the brake lines slowly until the canopy falls backwards - right at this moment pull down the brake lines totally. Press your hands to your body. The canopy comes above you and the side parts flap forward and backward (the canopy looks like a horseshoe facing to the front). Your sinkrate is very high and you have no forward speed.

RECOVERY

Release both brakes gently and at the same time. Recovery is likely by itself without a sudden forward surge.

BUT BEWARE! - If you release the brakes very slowly you could get into Deep Stall. If you release the brakes slowly and unsymmetrically, this could cause a Spin. If you release the brakes fast the canopy may surge forward a lot. If you release the brakes fast and unsymmetrically, the canopy could turn about 90 degrees and tuck hard from the side as well as the wing tips could easily get entangled in the lines.

- SPINS (FLAT SPIN)

ENTRY INTO THIS SITUATION

From normal flight pull one brake hard and hold it until the canopy goes from a positive into a negative spin. The paraglider has a high sinkrate and turns fast around its vertical axis. Take care not to get a line twist, otherwise the brake lines could block. The more upright you sit in your harness the lower is the tendency for a twist.

RECOVERY

As soon as you release the brakes the JAZZ resumes normal flight in general. Otherwise brake on the opposite side to stop rotation.

ATTENTION! - As soon as rotation stops you have to release the brake, otherwise you spin the other way round. Then pull down both brakes until the paraglider tends to fall backwards and then open both brakes symmetrically.

The Flat Spin is one of the most critical maneuvers and has to be exercised with exceptional care only. Especially on wings with high aspect ratio and span it easily happens that the wing tips get entangled in the suspension lines when terminating the maneuver. Possibly such entanglements cannot be ended by pulling or pumping on the brakes and even may lead to crash (fast positive Spiral Dive with extreme sink rate)! In case this may happen, a only possible solution may be the execution of a Full Stall in order to recover. Adequate altitude as well as immediate reaction is imperative. As mentioned before already, but particularly for this maneuver, it is strongly recommended not to exercise the Flat Spin above ground and an execution should be confined to a safety course above water only!

(4) MEANS TO DESCEND AND RATES OF DESCENT

Basic advice: Before you try to descend always fly away from the thermal or area of lift! F.e. it is totally senseless to ‘fight’ 15 m/s lift with 15 m/s sink rate (which many pilots will not even reach)!

- BIG EARING
Without or with the use of the Speed-System.
Sinking 3-7 m/sec - recommended and best option!
You can fully steer with only weight shifting in your harness (with loose cross braces)! There are additional lines mounted to the A-risers to easily exercise this maneuver (see chapter Big Earing before).
CAUTION! - By pulling in the ears too much (without using the Speed-System) there is danger of Deep Stall! Incase you want to use the Speed-System in addition, please pull in the ears first and then push the Speed bar. Never opposite!

- SPIRAL DIVE
Allows fast descent without stalling or collapsing the wing.
Sinking from 5 to more than 15 m/sec.
Disadvantages: The pilot may suffer high G-loads and become dizzy. The maneuver only allows the pilot to descend vertically, with no horizontal movement. Altitude is required to enter and exit the maneuver.
Enter the spiral dive by pulling down one brake line slowly. The glider is capable of entering a tight turn without the tendency of stalling the inside wing. When doing fast spirals, release the inside brake because very little is necessary to maintain the turn. It is also recommended to keep the opposite brake pulled slightly to control speed and allow quicker recovery from the spiral. Recovery is usually made by slowly releasing the inside brake.
CAUTION! - The JAZZ is a dynamic paraglider and it is very easy to reach high speeds, lose altitude quickly and put high physical strains on the pilot. Exit the spiral dive with sufficient altitude! Attempting fast recovery could cause the pilot to a forward pendulum, resulting in a quick climb and stall, which could lead to a forward surge of the canopy and a big collapse! When descending in a spiral faster than 14 m/sec a stable rotation may occur. This means that with no brake input the glider will continue to spiral. This tendency is strongly dependent on the harness settings (tight or loose chest strap and cross brace settings) and on the weight shifting. If you shift your weight into the turn, the glider continues to spiral. To stop rotation, pull the opposite brake, but be careful not to exit too quickly.
BASIC ADVICE! - Never exercise the Spiral Dive in low altitudes. High sink rate can easily be underestimated!

- CENTRAL TUCK
Sinking about 3-7 m/sec and a slight forward speed.

- B-LINE STALL
Sinking 5-10 m/sec.
IMPORTANT! - Stop in time and at appropriate altitude for a total recovery from stall, if necessary with active pilot input! Not as uncritical as often described! (See chapter B-Riser Stall before).

(5) MAINTENANCE AND REPAIRS

Repairs are best made by PRO-DESIGN or an appropriate agent. Tears have to be stitched with expertise. Sticky back cloth can only fix small tears.
Keep your paraglider dry and store indoors. Protect your paraglider from humidity and sun. UV-rays lead to loss of strength and damage the fabric. Dry a humid or wet paraglider on a shady place in fresh air.
CAUTION! - Above all, the worst you can harm your glider is to store it humid or wet. Humidity (especially when packed airtight) starts a chemical reaction which weakens the connection between the Nylon fabric and the coating. In consequence the cloth gets soft and delamination of the coating occurs, i.e. the fabrics gets to much porous in a very short time! If you take care of this matter, your glider will have a considerable higher lifespan.

Do not expose your paraglider to a temperature of more than 50 degrees Celsius (car!). Such high temperatures could soften the lines and as a consequence they could shrink and/or lose their strength. This can be checked by remeasuring and load test only!
It is important to protect your paraglider at all times, particularly during ground handling when most damage could occur. Never allow the paraglider, particularly in high winds, to bang down onto the leading edge.
We recommend that you have your JAZZ checked every year, at least after every 100 flights (no matter how long you have had your wing) and sent to PRO-DESIGN or to an appropriate agent. The

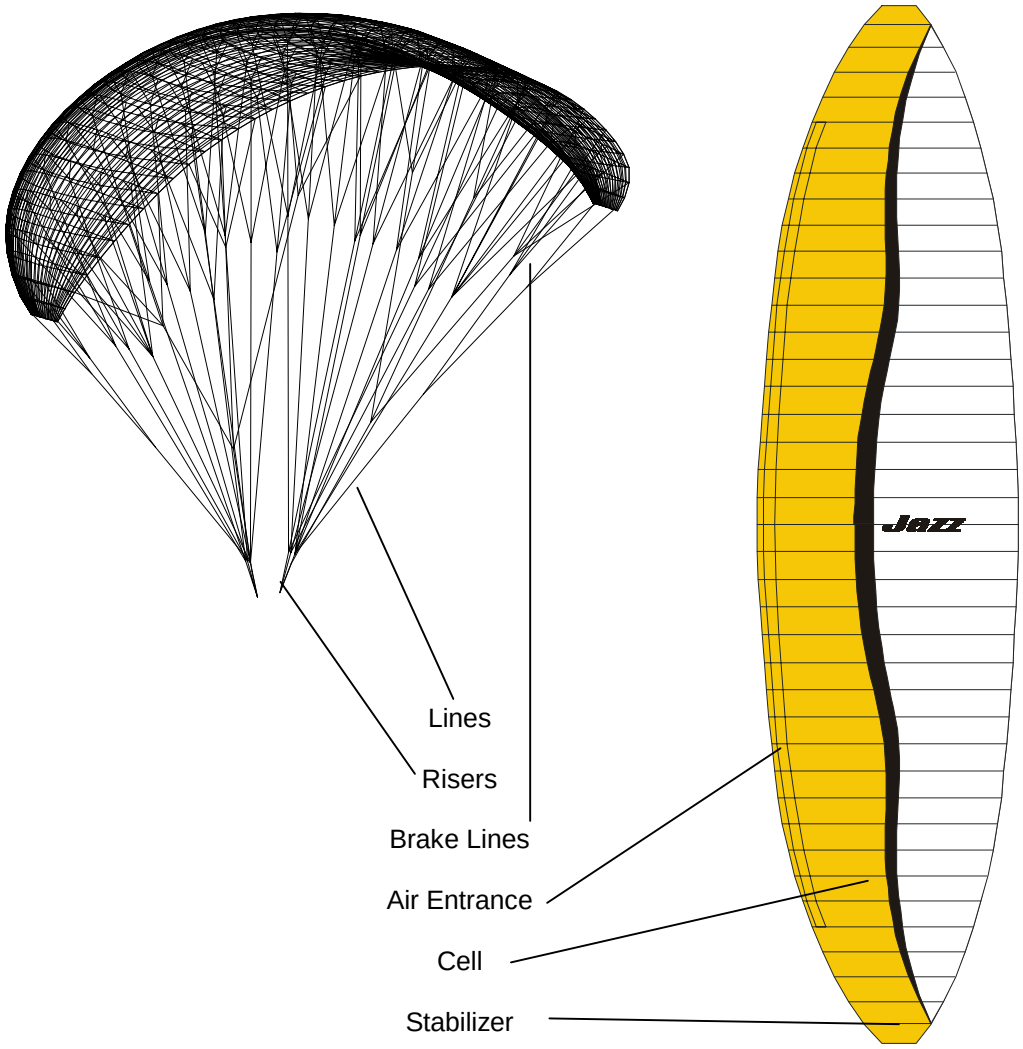
line lengths must be remeasured after every 25 hours of airtime or whenever the reactions of your paraglider seem strange. For this, please contact your dealer or PRO-DESIGN.

Clean the canopy with warm water only or soft soap water. Do not use solvents or detergents!

PRO-DESIGN
Graf,Hofbauer Ges.m.b.H.
Lärchenweg 33
6161 Natters
Austria

Phone: +43 512 546444
Fax: +43 512 54644520
Email: office@pro-design.at
www.pro-design.at

(6) DRAWING/TECHNICAL DATA



JAZZ	S	M	L	XL
Area projected	21,06m²	22,74m²	24,17m²	26,11m²
Area layout	24,13m²	25,81m²	27,4m²	29,63m²
Span projected	8,69m	9,27m	9,56m	9,93m
Span layout	10,9m	11,48m	11,83m	12,29m
Max.chord	2,88m	2,9m	2,99m	3,1m
Aspect ratio projected	3,58	3,78	3,78	3,78
Aspect ratio layout	4,92	5,1	5,1	5,1
No. of cells	38	40	40	42
Weight	4,9kg	5,2kg	5,7kg	6,1kg
Min./max. total load	60-80kg	75-95kg	85-110kg	105-130kg
Min./trim speed	22-37km/h	22-37km/h	22-37km/h	22-37km/h
Max. speed	50km/h	50km/h	50km/h	50km/h
Certification	DHV 1-2	DHV 1-2	DHV 1-2	DHV 1-2

(7) THE JAZZ SPEED-SYSTEM

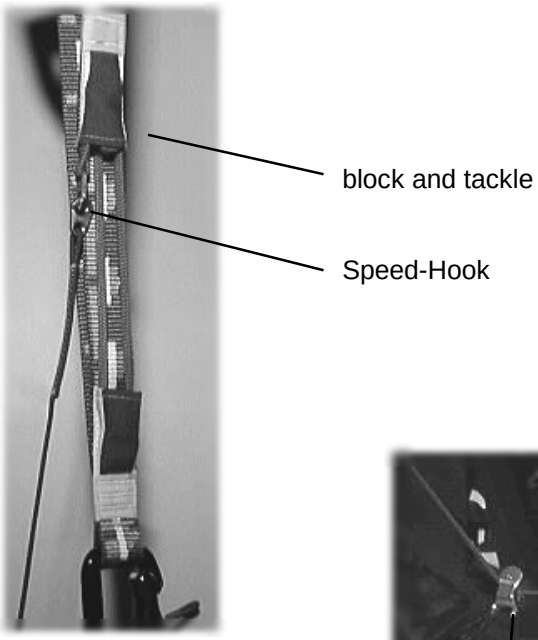
INSTRUCTIONS FOR INSTALLATION

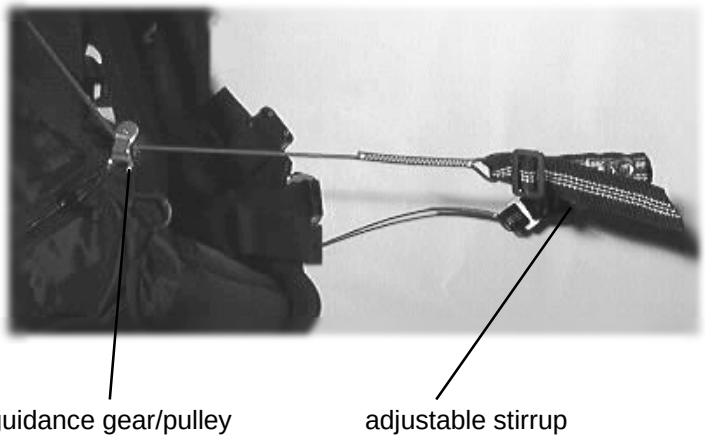
Install the stirrup onto your harness:
a) Mount guidance gears/pulleys to your harness (PRO-DESIGN harnesses have mounted guidance gears already, left and right of the seat plate).
b) Lines of the stirrup to be guided through the pulleys.
c) For launching first hook in the risers to the carabiners and second attach the small hooks to each other - the hooks from the lines of the stirrup to the hooks of the Speed-System.
d) Check the Speed-System for free running.

NOTE! - Before you install the Speed-System to another harness, please contact PRO-DESIGN or your agent.

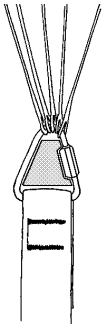
Follow our comments we give in chapter FLYING PRECAUTIONS AND CONTROLS! In case you have any doubts, contact PRO-DESIGN or your dealer.

JAZZ SPEED-SYSTEM





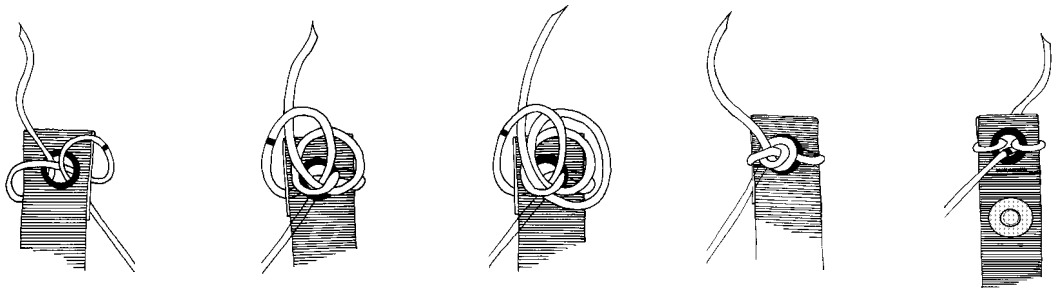
(8) APPENDIX



NOTES

Special and precisely fitting plastics in the quick links prevent them from getting crosswise and self-opening. In case of entanglement or exchange of lines, they can be removed and reinstalled easily.

For a permanent connection of the brake line to the brake handle please use the right knot. See the drawings for instructions. The standard adjustment of the brake lines shows the mark at the grommet. From the mark to the end of the line = 25cm.



1) 2) 3) 4) 5)

USABILITY

The JAZZ is an Intermediate-class glider with dynamic handling, high stability and excellent performance. The JAZZ is also made for those pilots who are not flying permanently, but not willing to go without performance.

TESTFLIGHT CERTIFICATE

Type: JAZZ .....

serial number: .....

test flown by: .....

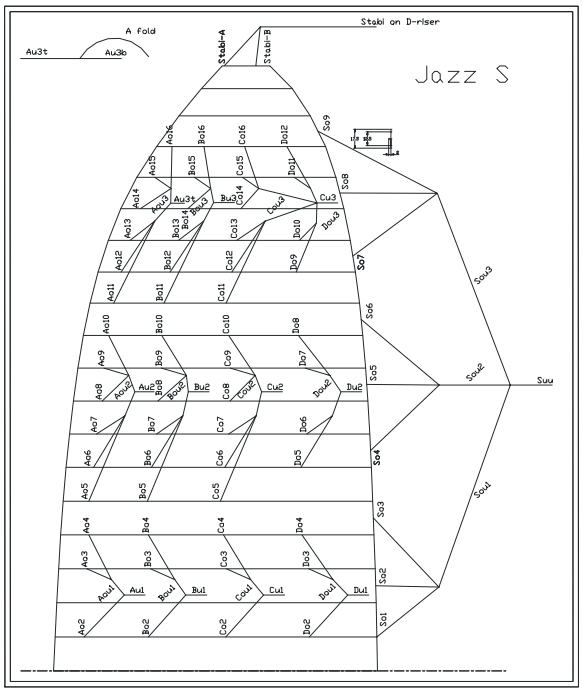
date: .....

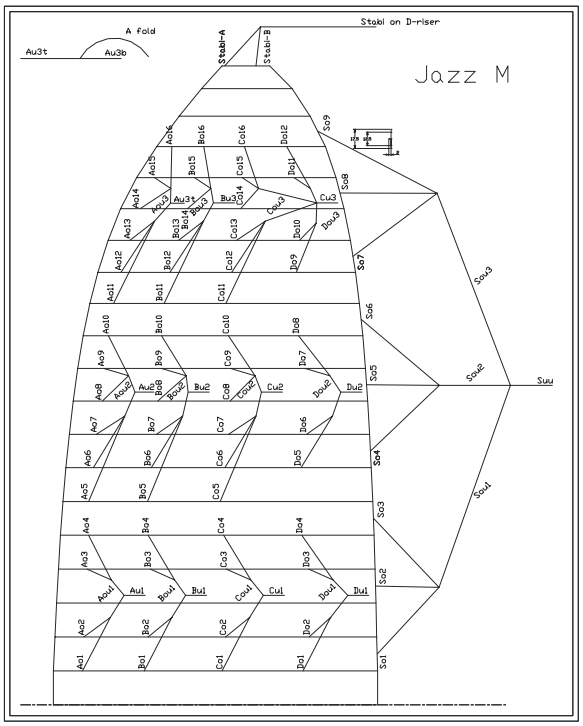
Signature of the pilot: .....

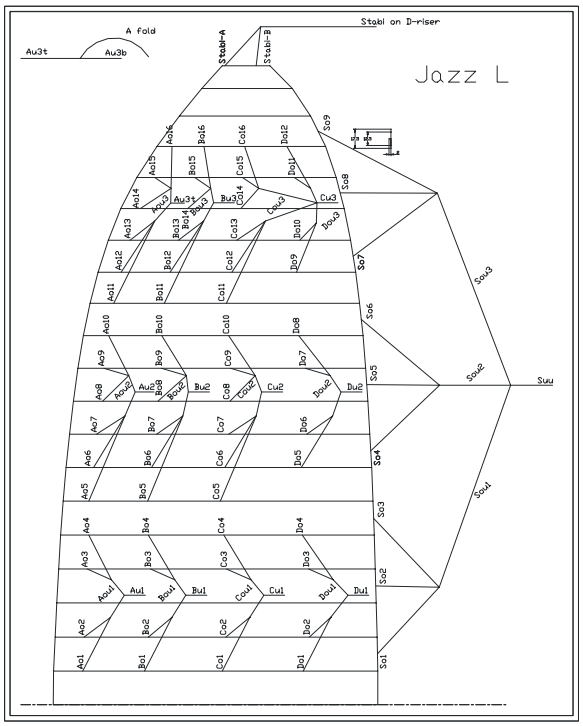
Confirmation of the dealer:

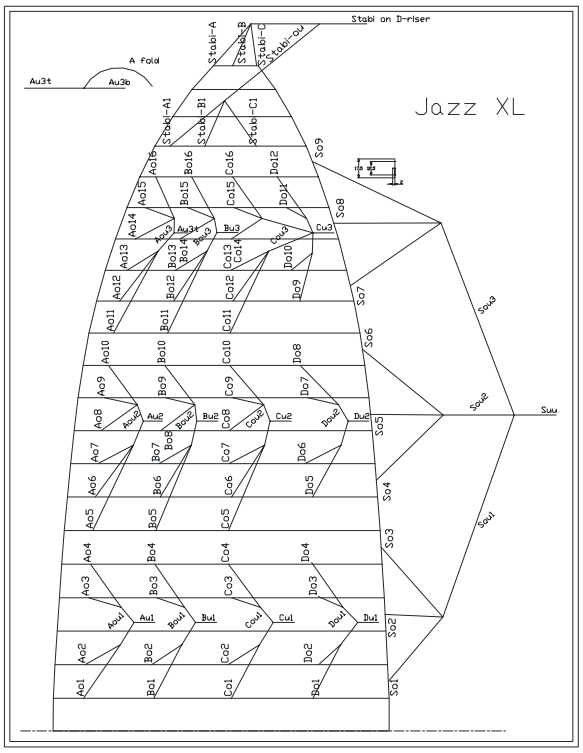
.....

LINE PLANS









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